A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL BE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Princeton, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You can get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we also pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the I. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Pleas. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Neb.)

At CONCORD JUNCTION, with B. C. R. & N. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. R. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & Wat.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At CAMERON, with H. St. J. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket and Pass'r Agt., Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.	
Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	6.15 p.m.
Mixed	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Ry., for points in Northern Utah, Idaho and Montana, and with Utah Central road for all Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of Kimball, Dodge & Co., Salt Lake City, also at Union Pac. Ry. Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt. d60

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	Fares.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	60
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger	No. 4 Passenger	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 35
Centreville	10 55	7 45	1 60
*Woods Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.30 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8 30 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.20 p.m., arriving in Salt Lake City at 5.45 p.m.

For all information concerning Freight or Passage, apply to JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	Fares.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 32	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P.M.	
Provo	9 27	12 45	2 20
Springville	9 38	1 20	2 75
Spanish Fork	10 03	1 35	3 00
Payson	10 22	2 15	3 50
Santaquin	10 30	2 40	3 75
Mona	10 53	3 40	4 25
Nephi	11 20	4 20	4 75
ARRIVE AT			
Juab	12 20	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger	No. 4 Passenger	Fares.
TRAINS LEAVE	P.M.	A.M.	
Juab	1 00	7 15	
Nephi	1 40	8 00	75
Mona	2 00	8 40	1 25
Santaquin	2 30	9 10	1 75
Payson	2 45	9 35	2 00
Spanish Fork	3 15	10 05	2 50
		P.M.	
Springville	3 30	10 20	2 75
Provo	3 40	10 45	3 00
Pleasant Grove	4 02	11 05	3 35
American Fork	4 16	11 20	3 70
Lehi	4 28	11 33	3 85
Draper	4 46	11 55	4 20
ARRIVE AT			
Sandy	5 00	12 00	4 65
LEAVE			
Sandy		1 00	
Junction	5 05	1 25	4 75
Lovendahls	5 16	1 35	4 90
Germania	5 24	1 45	5 00
Morgan	5 28	1 55	5 05
ARRIVE AT			
Salt Lake	5 30	2 00	5 30

Nos. 1 and 2 will be run Daily.

Nos. 3 and 4 will be run Daily, Sundays excepted.

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Nevis	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	96	5 00
Milo	11 20	113	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 00		
Milo	1 40	9	50
Lemmington	3 00	23	1 25
Riverside	4 15	43	2 25
Deseret	5 05	52	2 75
Nevis	6 20	71	3 75
Black Rock	8 30	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA LINE

CONTINUOUS ALL-RAIL ROUTE! NO CHANGE OF CARS!! ONE ROAD, ONE MANAGEMENT!!!

—FROM— CHICAGO —TO— Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE TO BOSTON Via New York City,

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS On all EXPRESS TRAINS.

MAGNIFICENT CARS Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday. With the popular vestibule Sleeping Car. Reaches Pittsburg 2.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.45 a.m.; Baltimore 6.30 p.m.; Washington 9.00 p.m. next day.

5.15 Atlantic Express, Daily. With Drawing Room and Hotel Car. Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 3.35 a.m.; New York 6.45 a.m.; special Philadelphia Sleeping Car on this train, which remains in depot until 7.30 a.m.; affording Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday. With Drawing Room Sleeping Car. Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 9.05 a.m.; Philadelphia 8.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the West. Ask for them via Fort WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, General Passenger and Ticket Agent, CHICAGO.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction,	at 7.45 a.m.
" Jordan,	at 7.55 "
" Bevers,	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.50 p.m.
" Bevers	at 3.30 "
" Jordan	at 3.35 "
Arrives at Junction	at 4.05 "
ON SUNDAYS:	
Leaves Bingham	at 4.30 p.m.
" Bevers,	at 5.10 "
" Jordan,	at 5.25 "
Arrives at Junction,	at 5.35 "

J. G. KENNEDY, Manager.

S. D. BURNS, Ass't Supt.

—THE— Chicago & North-Western RAILWAY

is the Oldest! Best Constructed! Best Equipped! and hence the

LEADING RAILWAY

—OF THE— WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS —AND— CHICAGO, MILWAUKEE

And all points East, such as *Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.*

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same Joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS Are run on all through trains of this road.

It is the Only Road between COUNCIL BLUFFS and CHICAGO Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Ticket Agents selling you tickets via this road. Examine your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the best Traveling Accommodations you will buy your Tickets by this Route. ☞ *AND WILL TAKE NONE OTHER.*

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2nd V. P. and Gen'l Mang'r, Chicago.

SCOVILL'S BLOOD AND LIVER SYRUP,

a peerless remedy for Scrofula, White Swellings, Cancer, Erysipelas, Boil, Bilious Complaints, and all diseases indicating an Impure Condition of the Blood, Liver, Stomach, Kidneys, Bowels, Skin, etc. This Grand Remedy is a Compound of vegetable extracts, the chief of which are SARSAPARILLA and STILLINGIA. The cures effected by SCOVILL'S BLOOD AND LIVER SYRUP are absolute, and their record is undisfigured by failure. For sale by all Druggists.

KELLINGER'S INFALLIBLE LINIMENT has been for over 30 years a sovereign remedy for all Nervous Diseases, Rheumatic Pain, Scrofulous Swellings, Sprains, Bruises, Cramps, Bilious Colic, etc. As a Hair Tonic and Restorative it never fails.

DURNO'S CATARRH SNUFF cures all forms of Catarrh, Cold in the Head, Headaches, and prevents Bronchitis, Quinsy, and Sore Throat, strengthening the glands and removing all obstructions.

Mott's Liver Pills. THE GREAT VEGETABLE CATHARTIC REGULATOR.

DR. ROGERS' Vegetable WORM SYRUP Instantly destroys WORMS, and removes the SCROFULOUS which cause them.

☞ For Sale by all Druggists. JOHN F. HENRY & CO., SOLE PROPRIETORS. 34 College Place, New York. d&w&w4m

ATTENTION BOOT AND SHOE MAKERS.

THE UNDERSIGNED WISHES TO ANNOUNCE that he is prepared to supply the trade with Colored Roans, Russets, and White and Colored Linings of as good quality and at lower prices than that which is imported. Give me a call and be convinced.

ROBT. MORRIS, P. O. Box, 778. Bp. Hunters Factory, Opposite Z. C. M. I. Bunnery. d1m

DAVID JAMES,

—LICENSED— PLUMBER, TINNER, STEAM AND GAS FITTER.

WATER PIPES LAID ON SHORT NOTICE.

A large amount of Plumbers' Goods kept in Stock, including Iron and Lead Pipe, Hose, Iron and Brass Fittings, Marble Ware and Sheet Lead.

☞ Sole Agent for Utah Territory for the popular Fire on the Hearth, Parlor, School Rooms and Lecture Hall STOVES; also, Fire on the Hearth, Grate Heaters and Mantles.

These justly celebrated STOVES are patronized and highly recommended by the Faculty of the Deseret University, for Public School Rooms, and by the Medical fraternity generally, as the best Heating and Ventilating Stoves ever invented.

☞ For particulars and Prices, enquire at Office and Workshops, West Temple Street, Opposite City Market. P. O. Box, 563.

Natural Fruit Flavors.

Dr. Price's SPECIAL FLAVORING EXTRACTS

Prepared from the choicest Fruits, without coloring, poisonous oils, acids, or artificial Essences. Always uniform in strength, without any adulterations or impurities. Have gained their reputation from their perfect purity, superior strength and quality. Admitted by all who have used them as the most delicate, grateful and natural flavor for cakes, puddings, creams, etc.

Manufactured by STEELE & PRICE, *Chicago, Ill., & St. Louis, Mo.*

Makers of Lupulin Yeast Gems, Dr. Price's Cream Baking Powder, and Dr. Price's Unique Perfumes.

WE MAKE NO SECOND GRADE GOODS.

EVENING NEWS.

Thursday, March 31, 1881.

THE CONSCIENCE AND FUTURE JUDGMENT.

I sat alone with my conscience,
In a place where time had ceased,
And talked to the former living
In the land where the years increased,
And I felt I should have to answer
The questions it put to me,
And to face the answer and question
Throughout an eternity.

The ghosts of forgotten actions
Came floating before my sight,
And things that I thought were dead things
Were alive with a terrible might;
And the vision of all my past life
Was an awful thing to face
Alone with my conscience sitting
In that solemnly silent place.

And I thought of a far-away warning
Of a sorrow that was to be mine
In a land that then was the future,
But now was the present time,
And I thought of my former thinking
Of a judgment day to be;
But sitting alone with my conscience
Seemed judgment enough for me.

And I wondered if there was a future
To this land beyond the grave,
But no one gave me an answer,
And no one came to save.
Then I felt that the future was present,
And the present would never go by,
For it was but the thought of my past life
Grown into eternity.

Then I woke from my timely dreaming,
And the vision passed away,
And I knew the far-away warning,
Was a warning of yesterday;
And I pray that I may not forget it
In this land before the grave,
That I may not cry in the future
And no one come to save.

And so I have learned a lesson
Which I ought to have known before,
And which, though I learned it dreaming,
I hope to forget no more.
So I sit alone with my conscience
In the place where the years increase,
And I try to remember the future
In the land where time will cease,
And I know of the future judgment,
How dreadful so e'er it be,
That to sit alone with my conscience
Will be judgment enough for me.

—[*London Spectator.*

ROUTE TO THE SAN JUAN COUNTRY.

PANGUITCH, Utah, March 15th, 1881.

Elder Erastus Snow:

Dear Brother.—Knowing that you are interested in getting a direct road through to San Juan, I thought I would drop you a few lines and let you know our success this winter.

Bishop Schow, of Escalante, and myself, have thoroughly explored the country from our last winter crossing to the Henry Mountains. We have found a good place for crossing, where teams can take a reasonable load into the river and out on the other side with but little work, the banks being low on both sides. The road will be in a direct line from Escalante to the river, or nearly so, and but little sand and cuts off 35 miles and all the worst road. It will now be 60 miles to the river, 15 or 20 miles south of the Henry Mountains. Then from there to Bluff City will be about 85 or 90 miles, which will make it about 150 miles from Escalante to Bluff City, or 200 from Panguitch, with plenty of feed, wood and water on the road, and that good water and but little sand, for a Dixie country. The people at Escalanta, under the direction of Bishop Schow, with myself and others, have got the road completed halfway to the river, and expect to have it completed to connect with the other road, five miles on the south side of the river, by the 15th of April. Brother Hall has got his ferryboat moved up to the new crossing, so that travelers through to San Juan from this region will go the new road. There is also necessity for a cut-off on the other end of the road near San Juan. It can be shortened 15 miles, and a great deal better road.

After crossing the Colorado and traveling about 28 miles a little south and east, we came near the San Juan River, where there is a nice little valley of about 600 or 800 acres of land, that can easily be brought into cultivation and a good crossing on the river, and it looks favorable for a road from there to Snowflake, which lies about south from there. It would be about 12 miles west of the Chinalee Wash where that valley is, and the country looking favorably to the south for a road.

Yours truly, GEO. W. SEVEY.

Correspondence.

RICHFIELD, Sevier County, U. T., March 23rd, 1881.

Editor Deseret News:

A pleasant little affair, and not so very little either, transpired in this place on Friday evening, the 18th inst. A surprise party was given our esteemed President, Franklin Spencer, who has just returned home from a mission to the Southern States, by a few of his many friends.

The Social Hall was prepared, tastefully and appropriately decorated for the occasion, and at one end of the hall the inscription, "Welcome to our President" was displayed.

The company met at the hall and placed a row of tables the entire length of the room, upon which the ladies spread the picnic.

A committee was dispatched to entice the President to the Hall, and upon his entrance with the committee the company all arose to their feet and Prof. Tutton greeted the President with a cornet solo, "Home sweet Home." Prayer was then offered, after which Elder Theo. Brandley delivered a neat address of welcome, which was heartily responded to by our President. Then the entire company numbering something over one hundred persons were seated at the tables and partook of the excellent picnic. After that the tables were removed and the evening was pleasantly spent in dancing, interspersed with recitations, instrumental music, select readings, songs, etc., until about 12 o'clock when the company dispersed. An excellent spirit prevailed, and the party was one long to be remembered by the Saints who participated therein. VICTOR.

DRESDEN, Weakley County, Tenn., March 22d, 1881.

Editor Deseret News:

Since my last letter to Bro. John Morgan, which appeared in your valuable paper, my companion, Bro. James W. Eardley, and myself made a circuit through the eastern portion of this county and through the principal portion of Henry County on the east down to the county of Carroll, making something over 100 miles in the most inclement season of the year and storming incessantly.

During this journey, we made something over 25 applications for school-houses, academies and churches, for the purpose of holding services to disseminate "the gospel truths," which resulted in a total failure on our part to secure an opening, for the commissioners and trustees and persons interviewed on this trip made some excuse or other, and referring us to persons entirely out of reach. Among the number, a few were in favor of hearing us until we told them we were from Utah representing the so-called "Mormon" faith, and this was a *finale* to all further arguments.

We arrived at Huntington, Carroll County, from where we had the good fortune to secure a private hall and held service to a good audience, who gave strict attention and took many of our tracts and made many inquiries concerning our people, which we answered. By request of President Franklin Spencer, my comrade, Brother Eardley, here left me for Perry County and I took the train for Blandville, Kentucky.

While in that State I became acquainted with several attorneys, gentlemen of considerable note, among others, a Judge W——, who spoke in strong terms against the action of Governor Murray, in issuing "certificate of election" to A. G. Campbell, greatly in the minority, condemning it as fatal and destructive to the constitution of our government and dangerous in the extreme as a precedent.

I was treated with courtesy and respect by the people, and held three meetings during my short stay, with an invitation to return and hold meetings at any time. Shortly after my return to Dresden, I was joined by D. R. Bateman, of West Jordan, sent by Brother Spencer to labor with me in this section. We have done considerable traveling and held some sixteen meetings, and can say that we have not been left without a testimony of our Father's care and loving kindness, and friends have been raised up to us in time of need. In fact we have been greatly blessed with good health and kind friends, and notwithstanding a spirit of bitterness is met at times, and they have closed us out at a few of their houses, still there are many invitations ahead to visit certain localities and hold meetings. Very favorable reports from Middle Tennessee. The "harvest is great, and laborers few," so Brother J. R. Murdock writes, and we feel that God's work is spreading in this portion of His vineyard. Praying for all interested in His cause,

We remain yours in the covenant, R. C. CAMP, D. R. BATEMAN.

One Honest Man.

The other day six men sat around a stove in a Detroit tobacco store. There had been a long period of silence, when one of them rubbed his leg and remarked:

"That old wound feels as if it was going to open again. I shall always remember the battle of Rich Mountain."

There was a slight stir around the stove, and a second man put his hand up to his shoulder and observed:

"And I shall not soon forget Brandy Station. Feels to-day as if the lead was going to work out."

The interest was now considerably increased, and the third man knocked the ashes off his cigar and said:

"Yes, those were two hard fights, but you ought to have been with Nelson at Franklin. Lor', but wasn't I excited that day! When these two fingers went with a grape shot, I never felt the pain!"

The fourth man growled out something about Second Bull Run and a sabre-cut on the head, and the fifth man felt of his left side and said he should always remember the lay of the ground at the Yellow Tavern. The sixth man was silent. The other five looked at him and waited for him to speak, but it was a long time before he pointed to his empty sleeve and asked:

"Gentlemen, do you know where I got that?"

Some mentioned one battle and some another, but he shook his head sadly and continued:

"Boys, let's be honest and own right up. I lost my arm by a buzz saw, and now we will begin on the left and give every one a chance to clear his conscience. Now, then, show your wounds."

The five men leaned back in their chairs and smoked fast and chewed hard and looked at each other, and each one wished he was in Texas, when a runaway horse flew by and gave them a chance to rush out and get clear of the one-armed man. It was a narrower escape than any one of them had during the war.—*Detroit Free Press.*

WANTED.

A GIRL TO DO GENERAL HOUSEWORK. Apply at this office.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Aply at this office. One 800-lb. Platform Scale. Apply at this office. d95

WANTED LOCAL AGENTS everywhere to sell Tea, Coffee, Baking Powder, Flavoring Extracts, etc., by sample, to families. Profit great. Sold free. PEOPLE'S TEA CO., 314 Chestnut St., Louis, Mo.

CHOICE MEATS!

FRESH AND JUICY. THE BEST THE market affords, always on hand at the Family Meat Market, just west of Idaho Store corner.

JAS. WILLIAMSON, Proprietor.

NOTICE.

THE ANNUAL MEETING OF THE Stockholders of the Salt Lake City Railroad Company will be held at the office of President John Taylor, Salt Lake City, Utah Territory, on Saturday, April 16th, 1881, at 2 p. m., for the election of officers for the ensuing year.

R. R. ANDERSON, Secretary.

Salt Lake City, March 28, 1881. d1d

SPENCERIAN No. 2 SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of point.

REAL SWAN QUILL ACTION.

In 20 Numbers. A complete Sample Card, for trial, by mail on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co. 138 and 140 Grand Street, New York. The 157

JUST OUT ....AND.... FOR SALE AT THIS OFFICE A NEW CHEAP EDITION ....OF THE.... Doctrine and Covenants.

JUST THE THING FOR Missionaries, Sunday Schools and Travelers, or to Send to Friends.

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" Leather " 1.25

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